

1 | *Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity*
2 | *(Planning Area 69), the 2002 Prince George’s County Approved General Plan, and the 2009*
3 | *Master Plan of Transportation; and*

4 | WHEREAS, the proposed Central Annapolis Road Sector Plan sets out mandatory
5 | regulations and requirements, to control the use and development of land within the endorsed
6 | Sectional Map Amendment; and

7 | WHEREAS, the District Council and the Planning Board held a duly advertised joint public
8 | hearing on May 4, 2010, and the Planning Board held a work session on July 8, 2010, to review
9 | comments contained in the hearing record and staff recommendations thereon; and

10 | WHEREAS, on July 22, 2010, the Planning Board adopted resolution PGCPB No. 10-81,
11 | transmitting to the District Council the Central Annapolis Road Sectional Map Amendment and
12 | accompanying Sector Plan, with the recommendation that the Council approve the proposals
13 | with the revisions described in the resolution; and

14 | WHEREAS, the District Council held a work session on September 21, 2010, to consider
15 | public hearing testimony, the recommendations of the Planning Board, and amendments
16 | addressing errors, omissions, and clarifications consistent with the plan’s vision, policies, goals,
17 | and strategies, and decided to propose amendments to the *Adopted Central Annapolis Road*
18 | *Sector Plan and Endorsed Sectional Map Amendment; and*

19 | WHEREAS, on October 5, 2010 in CR-100-2010, the council approved and filed a petition
20 | to amend the adopted Central Annapolis Road Sector Plan and endorsed Sectional Map
21 | Amendment; and

22 | WHEREAS, the petition in CR-100-2010 has been reviewed in public hearing before the
23 | District Council, after public notice required by law.

24 | NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George’s
25 | County, Maryland, sitting as the District Council for that portion of the Maryland-National
26 | Washington Regional District in Prince George’s County, that the Central Annapolis Road
27 | Sector Plan and Sectional Map Amendment are hereby approved with the following
28 | amendments:
29 |

1 | **AMENDMENT 1:**

2 | Add the following staff to the Acknowledgments section under the header “Project Team
3 | Resource Members-Community Planning: “Jeanette Silor, Planner, Community Planning North
4 | Division.”

5 | **AMENDMENT 2:**

6 | Add a disclaimer statement to all illustrative concept drawings in the plan to read: “This drawing
7 | is for illustrative purposes only.”

8 | **AMENDMENT 3:**

9 | Adjust the project boundary to include the northern tip of Tax Account 3988649.

10 | **AMENDMENT 4:**

11 | Amend the Existing Land Use map on pages 2.11 and 8.136 to reflect current land use
12 | categories.

13 | **AMENDMENT 5:**

14 | Amend the Existing Zoning map on pages 2.12 and 8.132 to reflect the split-zoning of the
15 | Landover Hills Shopping Center.

16 | **AMENDMENT 6:**

17 | Amend the Bicycle section on page 2.20 to read: “The 2009 *Approved Countywide Master Plan*
18 | *of Transportation* currently recommends a sidepath – a buffered multi-purpose path open to
19 | bikers, pedestrians, and other non-motorized users – as the preferred treatment for Annapolis
20 | Road and also identifies several low-volume neighborhood streets as potential shared-lane
21 | bicycle facilities that could serve as alternatives to traveling on Annapolis road (see Figure 2.6).”

22 | **AMENDMENT 7:**

23 | Amend the second bullet in the Corridor Vision section on page 4.41 to read: “Capital Plaza
24 | continues as an enhanced pedestrian-friendly, landscaped retail center, home to an expanded mix
25 | of large-scale national retailers and neighborhood-focused businesses, such as sit-down
26 | restaurants, oriented [to a new interior street] toward Annapolis Road.”

27 | **AMENDMENT 8:**

28 | Amend the second and third sentences in the Area D: Retail Center around Capital Plaza section
29 | on page 5.45 to read: “It creates a pedestrian-friendly retail center, oriented toward [a new
30 | interior street] Annapolis Road. The [new street] center accommodates a mix of retailers and

1 neighborhood-oriented businesses such as sit-down restaurants.” Revise the Plan Concept map
2 on page 5.44 consistent with this amendment.

3 **AMENDMENT 9:**

4 Revise the duration of the phasing stages in the plan strategies as follows: “Short-term = 1-6
5 years; Medium-term = 7-15 years; and Long-term = 16 + years”.

6 **AMENDMENT 10:**

7 Add a new strategy in the Roadway section on pages 6.50-6.54 to read: “The illustrative roadway
8 cross section for the MD 450/MD 410 intersection will be revised as part of the preliminary
9 engineering design work for the proposed Annapolis Road overpass for the future Purple Line
10 station.”

11 **AMENDMENT 11:**

12 Replace all references to “[HAWK]” signals with “pedestrian activated” signals. The affected
13 pages include 6.51, 6.55, 6.58, 6.59, 6.60, 6.84, 7.117, 7.121, and 7.129.

14 **AMENDMENT 12:**

15 Amend the second strategy in the Roadway section on page 6.51 to read: “In the short-term (by
16 [2015] 2016), implement recommended pedestrian improvements including [additional]
17 pedestrian-activated [High-Intensity Activated CrossWalk (HAWK)] signals [at Varnum Street
18 and the existing uncontrolled pedestrian crossing at St. Mary’s School].

19 **AMENDMENT 13:**

20 Amend the fifth strategy in the Roadway section on page 6.51 to read: “In the long-term ([2030]
21 2025 and beyond), construct the multiway boulevard segments along Annapolis Road at the
22 locations specified in the plan to consist of two travel lanes, a bike track, [and] a landscape strip
23 on a raised service lane median, a service lane with one moving lane and a parking lane, and
24 widened sidewalks. The service lanes and sidewalks would be outside of the public right-of-way
25 and maintained privately while the proposed bike tracks would be incorporated into the right-of-
26 way maintained by SHA (see Table 6.1 [and Roadway Figure on pages 6.6 and 6.7]).” Amend
27 supporting tables, graphics and cross-sections consistent with the text above.

28 **AMENDMENT 14:**

29 Amend the first strategy in the Pedestrian Mobility, Trails and Bikeways section on page 6.55 to
30 read: “Install new pedestrian-activated [crosswalk (high-intensity activated, HAWK)] signals
31 along Annapolis Road at Varnum Street and at the mid-block school crossing located between

1 Decatur Street and Ardwick Ardmore Road for Saint Mary's Catholic School contingent upon
2 the completion of required signal warrant studies.”

3 **AMENDMENT 15:**

4 Add new policies from the Approved Countywide Master Plan of Transportation to the
5 Pedestrian Mobility, Trails and Bikeways section on page 6.55 to read:

6 “• Provide standard sidewalks along both sides of all new road construction within the sector
7 plan.

8 • All road frontage improvements and road capital improvement projects within the sector
9 plan shall be designed to accommodate all modes of transportation. Continuous sidewalks and
10 on-road bicycle facilities should be included to the extent feasible and practical.”

11 **AMENDMENT 16:**

12 Amend the sixth strategy in the Pedestrian Mobility, Trails, and Bikeway section on page 6.55 to
13 read: “In the [short] mid term (by 2025), replace the curb lane in each direction between 65th
14 Avenue and Gallatin Street with an at-grade bike track with paint-stripped buffer separating it
15 from the two remaining travel lanes.” Revise the Pedestrian, Bikeway, and Transit: Composite of
16 Recommendation on page 6.60, supporting cross-sections, and Strategy 2.8 on page 7.117
17 consistent with this amendment.

18 **AMENDMENT 17:**

19 Amend the ninth strategy in the Pedestrian Mobility, Trails, and Bikeways section on page 6.55
20 to read: “Unless otherwise amended by this plan, [R]reaffirm the trails, bikeways, and pedestrian
21 mobility recommendations as presented in the 2009 Approved Master Plan of Transportation
22 (see Composite Figures).”

23 **AMENDMENT 18:**

24 Add new strategies from the Approved Countywide Master Plan of Transportation to the
25 Pedestrian Mobility, Trails and Bikeways section on page 6.55 to read:

26 “• Provide standard sidewalks along both sides of 71st Avenue north of MD 450 in order to
27 improve access to Glenridge Elementary School and Glenridge Community Park.

28 • Complete the sidewalk network along both sides of 65th Avenue south of MD 450 to
29 provide safe pedestrian access from an existing residential community to the MD 450 corridor.

30 • Complete the sidewalk network along 68th Avenue in order to improve pedestrian safety to
31 MD 450 and to Landover Hills Park.

- 1 • Complete the sidewalk network along Buchanan Street and provide bikeway signage.
- 2 • Complete the sidewalk network along Chesapeake Road and provide bikeway signage.
- 3 • Complete the sidewalk along the west side of 72nd Avenue in order to improve access to
- 4 Woodridge Elementary School, Glenridge Elementary School, and Glenridge Community Park.
- 5 • Provide standard sidewalks along both sides of Decatur Street from 71st Avenue to MD 450
- 6 in order to improve access to Woodridge Elementary School.”

7 Update the Existing Transit and Pedestrian Conditions map on page 2.21 and the Pedestrian and
8 Transit Recommendations Composite map on page 6.58 and revise the Composite of Key
9 Recommendations on page 6.60 consistent with this amendment. Revise the Pedestrian section
10 on page 2.20 to reflect the existence of the aforementioned gaps in the sidewalk network.

11 **AMENDMENT 19:**

12 Add a new strategy, included in the Composite of Key Recommendations on page 6.60 and
13 Strategy 2.10 on page 7.118, in the Pedestrian Mobility, Trails, and Bikeways section on page
14 6.55 to read: “Complete an assessment of existing topography and traffic operations and, based
15 on that assessment, construct an ADA-compatible trail connecting Ardwick-Ardmore Road and
16 the New Carrollton Metrorail Station via Ellin Road. Support pedestrian and bike improvements
17 to the Veterans Parkway—Ellin Road intersection.” Update the Existing Transit and Pedestrian
18 Conditions map on page 2.21 and the Pedestrian and Transit Recommendations Composite map
19 on page 6.58 consistent with this amendment. Revise the Pedestrian section on page 2.20 to
20 reflect the existence of an informal pedestrian path connecting Ardwick-Ardmore Road and the
21 New Carrollton Metrorail Station via Ellin Road.

22 **AMENDMENT 20:**

23 Delete the third strategy in the Transit section on page 6.56 which reads: “In the short-term (by
24 2015, restripe Annapolis Road’s curb lanes as bus-bike/right-turn only between Gallatin Street
25 and Veterans Parkway, and between 65th Avenue and Baltimore-Washington Parkway to
26 improve bus speeds and reliability and bike safety.” Revise the Pedestrian, Bikeway, and Transit:
27 Composite of Recommendation and supporting tables and graphics consistent with this
28 amendment.

29 **AMENDMENT 21:**

30 Delete the fourth strategy in the Transit section on page 6.57 which reads: “In the short term (by
31 2015), provide bus pullout/right turn lanes at all bus stops along Annapolis Road between 65th

1 Avenue and Gallatin Street.” Revise the Pedestrian, Bikeway, and Transit: Composite of
2 Recommendation consistent with this amendment.

3 **AMENDMENT 22:**

4 Add a strategy to the Transit section on page 6.57, the Pedestrian and Bike Network and Transit
5 Amenities section on page 6.70, and Urban Design section on pages 6.71-6.73 to read:
6 “Coordinate with MTA in reviewing development plans that may affect planning and
7 engineering for the future Purple Line station and related modifications to the intersection of MD
8 450 and MD 410.”

9 **AMENDMENT 23:**

10 Amend the second strategy in the Circulation and Street Network on page 6.67 to read:
11 “Eliminate the channelized right-[hand] turn[s] lane from eastbound Annapolis Road to
12 southbound Veterans Parkway and the channelized right-turn-only lane from southbound
13 Veterans Parkway to westbound Annapolis Road.”

14 **AMENDMENT 24:**

15 Delete the second strategy in the Pedestrian and Bike Network and Transit Amenities section on
16 page 6.70 which reads: “In the short-term, restripe Annapolis Road’s curb lanes as bus-
17 bike/right-turn only between Gallatin Street and Veterans Parkway to improve bus speeds and
18 reliability and bike safety.”

19 **AMENDMENT 25:**

20 Delete all references to raised crosswalks along the MD 450 corridor. The affected pages include
21 6.70.

22 **AMENDMENT 26:**

23 Revise the Long-Term/Full Built-out Illustrative on page 6.79 to show the bicycle track at the
24 same level as Annapolis Road and not in the raised median.

25 **AMENDMENT 27:**

26 Amend the first strategy under the Housing section on page 6.85 and the third strategy under the
27 Housing section on pages 6.91 to read: “Ensure that new housing is compatible with surrounding
28 residential neighborhoods in terms of density, size, material, and design.”

29 **AMENDMENT 28:**

30 Delete the eighth strategy of the Pedestrian and Bike Network and Transit Amenities section on
31 page 6.89 which reads: “In the shorter-term, restripe Annapolis Road’s curb lanes as

1 bus/bike/right-turn-only between Gallatin Street and Veterans Parkway and between 65th
2 Avenue and the Baltimore-Washington Parkway.” Revise the Pedestrian, Bikeway, and Transit:
3 Composite of Recommendation and supporting tables and graphics consistent with this
4 amendment.

5 **AMENDMENT 29:**

6 Amend the second and third sentences in the Vision section of the Retail Town Center on page
7 6.98 to read: “It creates a pedestrian-friendly retail center, oriented toward [a new interior street]
8 Annapolis Road. The [new street] center accommodates a mix of regional-serving retailers and
9 neighborhood-oriented businesses.”

10 **AMENDMENT 30:**

11 Revise the second strategy under the Retail Town Center Land Use section on page 6.100 to
12 read: “Incorporate new commercial uses that will be oriented toward [a proposed interior,
13 pedestrian-friendly street that is transformed into a lively restaurant promenade in the evenings]
14 Annapolis Road while maintaining the view shed corridors required by existing internal retail
15 anchors.” Revise the illustrative Central Annapolis Road Sector Plan: A Composite of Key
16 Recommendations map on page 6.48 and the illustrative Land Use Plan on page 6.100 consistent
17 with this amendment.

18 **AMENDMENT 31:**

19 Retain the recommendation for bicycle and pedestrian facilities along MD 410, but delete all
20 references to MTA completing these improvements as part of the Purple Line project. These
21 improvements will either be completed through a separate SHA road improvement project or via
22 road frontage improvements provided by developers.

23 **AMENDMENT 32:**

24 Amend the fifth strategy under the Land Use section on page 6.100 to read: “Subject to the
25 Safeway[’s relocation to Capital Plaza] store’s relocation or closure, redevelop the Safeway
26 parcel to support mixed-use development consisting of retail fronting Annapolis Road and
27 residential uses fronting Webster Street.”

28 **AMENDMENT 33:**

29 Add a new strategy under the Retail Town Center Circulation and Street Network section on
30 page 6.101 to read: “Create an improved drive aisle along the northern edges of the commercial
31 pad sites that will enhance pedestrian safety and internal streetscapes through improved

1 landscaping and continuous sidewalks.” Amend Strategies 4.7 and 4.8 on page 7.124 consistent
2 with this amendment.

3 **AMENDMENT 34:**

4 Delete the second strategy under the Circulation and Street Network section on page 6.101 which
5 reads: “Provide an east-west connection via a new interior street through the Capital Plaza site.”
6 Revise the Roadway: Composite of Key Recommendations on page 6.54 consistent with this
7 amendment.

8 **AMENDMENT 35:**

9 Delete the fourth strategy in the Parking section on page 6.101 which reads: “Provide on-street
10 parking along the new interior street.”

11 **AMENDMENT 36:**

12 Amend the third strategy in the Pedestrian and Bike Network and Transit Amenities section on
13 page 6.102 to read: “Ensure pedestrian pathways through Capital Plaza follow the shortest, most
14 direct route between transit stops and the retail town center and between the Wal-Mart and any
15 future adjacent retail strip development (see Pedestrian Network).”

16 **AMENDMENT 37:**

17 Replace all references to the “relocated Safeway” with “new retail anchor”. The affected pages
18 include 6.102 and 6.105.

19 **AMENDMENT 38:**

20 Revise the Pedestrian Network map on page 6.102 to include the proposed pedestrian crosswalk
21 at 65th Avenue.

22 **AMENDMENT 39:**

23 Delete the first strategy of the Pedestrian and Bike Network and Transit Amenities section on
24 page 6.102 which reads: “In the short-term, restripe Annapolis Road’s curb lanes as
25 bus/bike/right-turn-only between 65th Avenue and the Baltimore-Washington Parkway to
26 improve bus speeds and reliability and bike safety.”

27 **AMENDMENT 40:**

28 Delete the third strategy in the Urban Design section on page 6.103 which reads: “Incorporate a
29 green berm to provide visual relief from any surface parking fronting Annapolis Road.”
30
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AMENDMENT 41:

Amend the first strategy under the Urban Design section on page 6.103 to read: “[Enable the creation of “Restaurant Walk” – a new, tree-lined pedestrian promenade and internal street that ties together the proposed restaurant and retail pads at the southern edge of Capital Plaza with the neighborhood streets] Design side and rear elevations of buildings that are visible from Annapolis Road and/or the internal drive aisle to be visually appealing and consistent with the design and quality of materials used on their front elevations.”

AMENDMENT 42:

Amend bullet (d) under the Retail Town Center: Composite of Key Recommendations section on page 6.105 to read as follows: “(d) [Restaurant Walk” with well-articulated facades and outdoor dining to facilitate walkability and pedestrian access within Capital Plaza] Side and rear elevations of buildings that are visible from Annapolis Road and/or the internal drive aisle are designed to be visually appealing and consistent with the design and quality of materials used on their front elevations.” Update the supporting photo consistent with this amendment.

AMENDMENT 43:

Amend the first bullet in Phase 2 on page 6.108 to read: “[Relocation of Safeway] Phased development of new secondary retail anchor at [to] Capital Plaza”

AMENDMENT 44:

Amend the third bullet in Phase 2 on page 6.108 to read: “[Construction of new interior street] Enhancements to drive aisle at Capital Plaza”

AMENDMENT 45:

Amend the fourth bullet in Phase 2 on page 6.108 to read: “[Development of “Restaurant Walk] Infill of pad sites along the north side of Annapolis Road”

AMENDMENT 46:

Amend the second strategy under the Water Resources section on page 6.111 to read: “In accordance with Subtitle 32 of the Prince George’s County Code, [I]implement pervious paving, bioretention areas, rain gardens, and other environmental site design features that can function as public amenities and reduce stormwater runoff from impervious surfaces such as parking lots (see photo on page 66).” Revise the page number to accurately reflect the location of the photo.

AMENDMENT 47:

Amend Strategy 1.3 on page 7.116 to read: “Include a high-priority request in Prince George’s County’s Annual Priority Letter for the state to p[P]repare a corridor-level [feasibility] project planning study—prescribing [the desired] appropriate rights-of-way and acceptable cross[-] sections— and phased implementation plan for improving Central Annapolis Road consistent with the sector plan’s vision.”

AMENDMENT 48:

Add Strategy 1.7 on page 7.116 to read: “As redevelopment occurs, overhead utilities shall be relocated so as to be compatible with the design of the site and, ideally, located underground.” The lead actor will be developers while the associate actors will be SHA, DPW&T, and utility companies. The implementing timeframe will be long-term, as development occurs.

AMENDMENT 49:

Remove the references to a bike and pedestrian coordinator under SHA District 3 on pages 7.117 and 7.124.

AMENDMENT 50:

Amend Strategy 2.1 on page 7.117 to list SHA’s Office of Traffic and Safety as the lead actor and District 3 Traffic as an associate actor.

AMENDMENT 51:

Amend Strategy 2.2 on page 7.117 to remove the reference to District 3 Traffic as an associate actor.

AMENDMENT 52:

Amend Strategy 2.6 on page 7.117 to remove the reference to 2009 ARRA funds as a potential funding source.

AMENDMENT 53:

Amend Strategies 2.6 and 2.7 on page 7.117 and Strategy 2.10 on page 7.118 to remove the references to Transportation Enhancement Funds as a potential source of funding.

AMENDMENT 54:

Add a new Strategy 2.12 on page 7.118 to read:

“Implement the following sidewalk improvements consistent with the 2009 *Approved Countywide Master Plan of Transportation*:

- “• Provide standard sidewalks along both sides of 71st Avenue north of MD 450

- 1 • Complete sidewalks along both sides of 65th Avenue south of MD 450
- 2 • Complete sidewalks along 68th Avenue
- 3 • Complete sidewalks along Buchanan Street and provide bikeway signage
- 4 • Complete sidewalks along Chesapeake Road and provide bikeway signage
- 5 • Complete sidewalk along the west side of 72nd Avenue
- 6 • Provide standard sidewalks along both sides of Decatur Street from 71st Avenue to MD
- 7 450” List DPW&T as the lead actor, the federal Safe Routes To School program as a source of
- 8 funding, and short- to medium-term as the implementing timeframe for each of the
- 9 recommended improvements.

10 **AMENDMENT 55:**

11 Amend Strategies 1.7 and 1.11 on pages 7.119 and 7.120, respectively, to list SHA as an

12 associate actor rather than a lead actor.

13 **AMENDMENT 56:**

14 Amend Strategy 1.1 on page 7.119 by identifying MTA as the lead actor and DPW&T as an

15 associate actor; also, add the Planning Department as an associate actor.

16 **AMENDMENT 57:**

17 Amend Strategy 2.7 on page 7.121 to list property owners as the lead actors and civic

18 associations and SHA as associate actors. Change the timetable entry to medium-term.

19 **AMENDMENT 58:**

20 Amend Strategies 3.1 and 3.2 on page 7.123 to include developer contributions as a funding

21 source.

22 **AMENDMENT 59:**

23 Add a new strategy under Part 3.1 on page 7.125 to read: “Construct a new community

24 recreation facility”. List “Landover Hills Learning Center Coalition, Department of Parks and

25 Recreation, Prince George’s County” as the lead actors and “Developers” as associate actors.

26 List the timeframe as “medium-term” and sources of funding as “Department of Parks and

27 Recreation, Developer, foundation, and private contributions”.

28 **AMENDMENT 60:**

29 Amend Strategy 3.1 on page 7.126 by changing the timetable to medium- to long-term.

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1 | **AMENDMENT 61:**

2 | Amend the last table row under Roadway Facilities on page 7.129 by deleting SHA as an
3 | implementing agency.

4 | **AMENDMENT 62:**

5 | Under **Comprehensive Rezoning Changes** on page 8.135, amend the following sentence in the
6 | fourth paragraph to read: “The uses permitted in an M-U-I Zone are the same as those permitted
7 | by right or by Special [exception]~~Exception~~ in the Commercial Shopping Center (C-S-C) Zone.”

8 | **AMENDMENT 63:**

9 | Under **Comprehensive Rezoning Changes** on page 8.135, amend the following paragraph to
10 | read:

11 | “Under the DDOZ for Central Annapolis Road, new development plans or redevelopment plans
12 | are reviewed through the detailed site plan process for their compliance with development
13 | standards in the sector plan and SMA. [If the proposed development reflects the development
14 | standards recommended for each of the character areas, the review can take place in the permit
15 | review process; however, there will be no walk-through permits in the framework character areas
16 | (see figure 8.9). For developments of four or more acres and for view terminus sites, detailed site
17 | plans are reviewed and approved by the Planning Board.]”

18 | **AMENDMENT 64:**

19 | Designate the boundaries of the new Corridor Node on the Proposed Land Use map on page
20 | 8.137, and use an appropriate symbol to identify the likely location of the potential future
21 | Corridor Node.

22 | **AMENDMENT 65:**

23 | Amend the Proposed Land Use map on page 8.137 to reflect the future land use categories used
24 | in the Planning Department’s county future land use map.

25 | **AMENDMENT 66:**

26 | Amend the Proposed Zoning map on page 8.138 to reflect the existing split-zoning of the
27 | Landover Hills Shopping Center.

28 | **AMENDMENT 67:**

29 | Amend the second sentence under **Consistency with the General Plan** on page 8.144 to read:

30 | “Consistent with the Central Annapolis Road Sector Plan, the 2002 Prince George’s County
31 | Approved General Plan is amended to designate the intersection of Veterans Parkway (MD 410)

1 and Annapolis Road (MD 450) as a [center] Corridor Node simultaneous [to] with the adoption
 2 of the sectional map amendment. The plan also recommends consideration of a future Corridor
 3 Node to be located in the vicinity of the intersection of Annapolis Road and the Baltimore-
 4 Washington Parkway (MD 295)."

5 **AMENDMENT 68:**

6 Under **Exemptions from the Development District Standards** on page 8.145, modify the
 7 second paragraph to read:

8 "Until a site plan is submitted, active shopping centers with freestanding commercial uses on
 9 perimeter pod sites are also exempt from the DDOZ standards and from site plan review and are
 10 not nonconforming. [However, the issuance of a Building Permit or a Use and Occupancy Permit
 11 for a change in ownership for any property with frontage along a public street shall require
 12 restoration or installation of landscape strips, buffering, and screening in accordance with
 13 Sections 4.2 and 4.4 of the Landscape Manual, as modified by the streetscape standards of this
 14 DDOZ, or as determined under an Alternative Compliance procedure per Section 1.3 of the
 15 Landscape Manual. The plan recommends that shopping center owners consider developing
 16 plans for the phased redevelopment of their properties to new mixed-use urban places.]"

17 **AMENDMENT 69:**

18 Under **Exemptions from the Development District Standards** on page 8.145, modify the
 19 second paragraph to read:

20 "Additions to single-family residential dwellings are exempt from the development district
 21 standards and site plan review[, if the residential use continues]."

22 **AMENDMENT 70:**

23 Under **Exemptions from the Development District Standards** on page 8.145, modify the
 24 second paragraph under Section 7 to read:

25 "Except for improvements listed in section 8. General below, a property may not expand a
 26 certified nonconforming use [or a use or a structure that was lawful on the date of the SMA
 27 approval but does not conform to the development district standards,] unless a detailed site plan
 28 is approved with findings that the expansion is compatible with adjacent uses and meets the
 29 goals of the sector plan."

AMENDMENT 71:

Under **Site Plan Submittal Requirements** on page 8.146, modify the third paragraph to read:

“Other pertinent information required for detailed site plan submittals as per Section 27-282(e)(20) shall include:

- Architectural elevations of all sides of all buildings in color
 - Street and streetscape sections
 - [• Setbacks]
 - [• Parking schedule and plan]
 - Supporting documentation where requested in the development district standards
- [Applicants shall provide a]
- A list of all applicable standards from this document that have been used in the design, as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled[.]”

AMENDMENT 72:

Amend the section under **Public Improvements** on page 8.146 to read:

“Within the Central Annapolis Road DDOZ, the developer/ property owner (including the developer and the applicant’s heirs, successors and assignees) is required to construct (or contribute funds toward the construction of) all new development-related streetscape improvements outside of the public right-of-way maintained by the Maryland State Highway Administration (SHA), the county’s Department of Public Works and Transportation (DPW&T), or the Town of Landover Hills. Developer/property owners shall also be required to maintain streetscape improvements outside of the public right-of-way. New development projects with a gross floor area (GFA) of less than 10,000 square feet or less than 30 linear feet of street frontage shall be exempt from the public improvement requirements of the Central Annapolis Road DDOZ.”

AMENDMENT 73:

Under the Exemptions from the Development District Standards on page 8.146, modify Part 8 to read: “The following are exempt from the development district standards and site plan review if the existing or proposed use is permitted:

- a. Permits for alternation or rehabilitation, with no increase of the existing gross floor area
- b. Canopies

1 c. Fences of six feet in height or less [for] within rear and side yards on non-residential
 2 properties [and] which are made of pressure-treated wood, composite, decorative aluminum or
 3 masonry (not concrete block) are exempt

4 d. Fences on residential properties six feet in height or less within rear and side yards and
 5 four feet in height or less within front yards

6 [d.] e. Decks

7 [e.] f. Ordinary maintenance

8 [f.] g. Changes in use and occupancy

9 [g.] h. Changes in ownership”

10 **AMENDMENT 74:**

11 Under **Modification of the Development District Standards** on page 8.147, amend the last
 12 sentence in the first paragraph to read: “[Three] Two types of amendments are required to be
 13 heard and approved by the District Council: changes to the boundary of the DDOZ[;] and
 14 changes in the underlying uses and to the list of permitted uses[; and changes in any other
 15 specifically designated standards]. Changes to any other specifically designated standards may
 16 be heard and approved by the Planning Board.”

17 **AMENDMENT 75:**

18 Amend the Understanding the Development District Overlay Zone (DDOZ) section on page
 19 8.147 to read:

20 “The DDOZ provides standards for the development of each property [or lot] and illustrates how
 21 each relates to the adjacent properties and street(s). All public streets (i.e., streets and alleys in
 22 the public right-of-way) and private roadways (i.e., frontage access roads on private parcels[,
 23 internal shopping center streets], etc.) shall be designated as one of the frontage types established
 24 below.

25 Each [parcel] property is identified by its development character and street frontage. Regulations
 26 are subsequently linked to character type or frontage type where applicable. More specific
 27 regulations may apply at focal intersections that serve as centers of activity or major
 28 neighborhood nodes.

29 All [development parcels] properties shall lie within one of the character areas hereby
 30 established below, and front on a roadway with a designated frontage type as described within
 31 each character area.”

AMENDMENT 76:

Revise the Character Areas and Frontage Designations map on page 8.148 to reflect that the extensions of 62nd Avenue and 65th Avenue north of Annapolis Road and the existing drive aisle at Capital Plaza, identified as Commercial Pedestrian Streets, are drive aisles.

AMENDMENT 77:

Define “street types” and “frontage types” discussed on pages 8.148-8.150 and pages 8.180-8.183 in the glossary in Volume II.

AMENDMENT 78:

Add a new standard to the Development District Overlay Zone Standards on pages 8.152, 8.160, 8.164, and 8.172 to read: “b. Maximum Setback Requirements and Conflicts with Public Utility Easements: The maximum setback required may not be sufficient to accommodate a 10-foot-wide public utility easement between the building and the right-of-way line in all instances. Where the maximum setback does not accommodate the 10-foot-wide public utility easement adjacent to the right-of-way, the applicant should attempt to negotiate an alternative location or width of the public utility easement. Where an alternative location or width cannot be negotiated, the maximum setback may be increased by the minimum width necessary to accommodate the public utility easement.”

AMENDMENT 79:

Amend Table 8.6, Glenridge Transit Village Bulk Table, on page 8.152 to read:

PRIMARY FRONTAGE TYPE	TOD ARTERIAL	MIXED-USE TRAN[I]SIT ARTERIAL	VILLAGE MIXED-USE STREET
<i>Front Building Placement Line</i>			
<i>Minimum</i>	<i>[60'] 65'*</i>	<i>[80'] 75'*</i>	<i>5' for residential use-only buildings, otherwise 0'</i>
<i>Maximum</i>	<i>[65'] 75'*</i>	<i>85'*</i>	<i>20' for residential use-only buildings, otherwise [5]10'</i>
<i>Corner Side Yard</i>			
<i>Minimum</i>	<i>0'</i>	<i>0'</i>	<i>5' for residential use-only buildings, otherwise 0'</i>
<i>Maximum</i>	<i>5'</i>	<i>5'</i>	<i>10' [for residential-only buildings, otherwise 5']</i>
<i>Interior Side Yard</i>			
<i>Minimum</i>	<i>0'</i>	<i>0'</i>	<i>5'</i>
<i>Maximum</i>	<i>Aggregate of both interior side yard setbacks not to exceed 20% of lot width, excluding the width of an access drive to the primary street</i>		
<i>Rear Yard</i>			

<i>Minimum</i>	<i>0', unless against a residential <u>use-only</u> area, then 20'</i>		<i>5'</i>
<i>Building Height</i>			
<i>Maximum</i>	<i>[70'] <u>6 stories</u></i>	<i>[70'] <u>6 stories</u></i>	<i>[70'] <u>6 stories</u></i>
<i>Ground-Floor Height</i>			
<i>Minimum</i>	<i>12'</i>		
	<i>*Note: Front Building Placement Lines along the mixed-use arterial frontage shall be measured from the Annapolis Road centerline <u>which is on file with the Maryland State Highway Administration (SHA)</u>. All other required setbacks are to be measured from the corresponding <u>[parcel] property lines</u>.</i>		

AMENDMENT 80:

Amend the Parking and Access Management section on page 8.154 to read: “(5) Curb cut access from the primary frontage street should be minimized wherever possible through shared curb cut access and cross-access between commercial [tenants] properties. For all lots with access to a public alley or rear public street, access to parking should be provided first from the alley or rear public street, then from a side street, and finally from a primary street only if necessary.

(a) For lots with less than 200 feet of frontage and no alley or rear public street, one curb cut is permitted from a public street. On interior lots, this may be the primary street. On corner lots, a curb cut is only permitted from the side street (see figure 8.11a).

(b) For lots with 200 feet or more of frontage, with or without an alley or rear public street, one additional curb cut, above and beyond what is permitted otherwise, is permitted from the primary street (see figure 8.11b).

(c) For lots with access to a public alley or rear public street, no curb cut from the primary street is permitted, unless the lot frontage equals or exceeds 200 feet. Then, one curb cut is permitted as per item (b) above (see figure 8.11c).

[(d) For all lots with access to a public alley or rear public street, access to parking should be provided first from the alley or rear public street, then from a side street, and finally from a primary street only if necessary.]”

AMENDMENT 81:

Amend the seventh strategy under the Parking and Access Management section on page 8.155 to read: “[Multiple uses – whether located on property or properties held by one owner or on properties held by multiple owners – are encouraged to establish shared parking agreements and/or construct cross-access parking areas as alternatives to providing dedicated on-site parking for each use.] To foster shared parking in this area, Section 27-570, Multiple Uses, and Section

27-572, Joint Use of a Parking Lot, shall be waived. The following regulations will apply instead.

(a) For any property under one ownership and used for two or more uses, the number of spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (6) above, by the appropriate percentage as shown in the shared parking requirements by time period (see Table 8.7). The number of spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.”

(b) For two or more uses under separate ownership, the total off-street parking requirement may be satisfied by providing a joint parking facility, and the minimum requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if:

- i. The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served; and
- ii. The applicant provides a recorded shared-use parking agreement signed by all owners involved that ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.

Table: Shared-Parking Reduction Percentage Multiplier

	WEEKDAY		WEEKEND		NIGHT
	6:00A. M.– 6:00 P.M.	6:00 P.M.– MIDNIGHT	6:00 A.M.– 6:00 P.M.	6:00 P.M.– MIDNIGHT	MIDNIGHT– 6:00 A.M.
Office	100	10	10	5	5
Commercial/Retail	60	90	100	70	5
Restaurant	50	100	100	100	10
Lodging	70	100	70	100	70
Recreational/ Entertainment/ Social/ Cultural	40	100	80	100	10
Residential	60	90	80	90	100
Other	100	100	100	100	100

Source: Table based on “Shared Parking,” a publication from the Urban Land Institute, Washington, D. C., 1983

AMENDMENT 82:

Amend Standard (6) on page 8.155 to read: “[In the Glenridge Transit Village Area, the minimum is the half of the current minimum number of spaces requirement and the maximum should be the minimum of the current number as determined by Section 27-574(b) of the Zoning Ordinance as it relates to on-site parking capacity in the M-X-T area.] The following minimum and maximum parking capacity regulations apply to the Glenridge Transit Village Area: (a) For uses in the M-X-T Zone, the minimum required on-site parking capacity shall be 50 percent of the required minimum capacity as determined by Section 27-574(b). The permitted maximum on-site capacity shall be equal to 100% of the required minimum as determined by Section 27-574(b). (b) For commercial uses in all other zones, the permitted maximum on-site capacity shall be equal to 100% of the required minimum capacity required by Section 27-568(a). (c) For residential uses in all other zones, the permitted minimum on-site capacity shall be equal to 100% of the required minimum capacity required by Section 27-568(a) or as modified by Section 27-546.18(b).”

AMENDMENT 83:

Provide as a text box an example of how shared-parking is calculated to accompany the shared parking discussion in the Parking and Access Management sections on pages 8.155, 8.168, 8.174 and 8.176.

AMENDMENT 84:

Add a new bullet under **Parking and access management** after Bullet (7) on page 8.156 to read: “(8) Parking structures shall not front Annapolis Road. All parking structures shall be designed as an integral component of the overall site and be architecturally compatible with adjoining buildings. Parking structures shall not have exposed blank walls and shall be designed consistent with CPTED principles. High quality exterior finish materials shall be used on all exposed sides of the garage structure and shall complement the exterior materials displayed by the main building. Whenever possible, parking structures shall be screened from the street with ground-floor “liner” commercial retail/office uses.”

AMENDMENT 85:

Add a new strategy in the Style and Detail section of the Building Design Guidelines on pages 8.158, 8.163, 8.171, and 8.178 to read: “Side and/or rear elevations of buildings that are visible from streets and/or internal drive aisles (excluding alleys and drive aisles used exclusively for

loading or trash pickup) shall be designed so that they are equal to the front elevation in terms of quality of materials and detailing.”

AMENDMENT 86:

Clearly define the boundaries of the properties that lie within focal intersections referenced on page 8.159 and in the Character Areas and Frontage Designations map on 8.148.

AMENDMENT 87:

Amend Table 8.7, Existing Residential Area Bulk Table, on page 8.160 to read:

PRIMARY FRONTAGE TYPE	RESIDENTIAL ARTERIAL		LOCAL RESIDENTIAL STREET
<i>Front Building Placement Line</i>			
	<i>w/o Ex. Service Rd.</i>	<i>w/ Ex. Service Rd.</i>	
Minimum	[100'] 70'*	100'*	20'
Maximum	[110'] 80'*	110'*	30'
<i>Corner Side Yard</i>			
Minimum	10'		
<i>Interior Side Yard</i>			
Minimum	10'		
<i>Rear Yard</i>			
Minimum	10'		
<i>Building Height</i>			
Maximum	[35'] 3 stories		
*Note: Front Building Placement Lines for residential arterial frontages shall be measured from the Annapolis Road centerline which is on file with the Maryland State Highway Administration (SHA). All other setbacks are to be measured from corresponding [parcel] property lines.			

AMENDMENT 88:

Amend the Parking and Access Management section on page 8.161 to read: “(e) For [lots with equal or exceeds] properties with frontage equal to or exceeding 200 feet [of frontage], two curb cuts shall be permitted on the primary street.”

AMENDMENT 89:

Amend Standard (3)(b) on page 8.161 to read: “For commercial uses, the minimum required on-site parking capacity shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a). The permitted maximum on-site capacity shall be equal to 100% of the required minimum capacity [typically] required [for all uses] by Section 27-568(a).”

AMENDMENT 90:

Amend Table 8.8, Mixed-use Transition Bulk Table, on page 8.164 to read:

PRIMARY FRONTAGE TYPE	MIXED-USE ARTERIAL	LOCAL MIXED-USE STREET
<i>Front Building Placement Line</i>		
Minimum	[87'] <u>80'</u> *	[30'] <u>10'</u>
Maximum	[92'] <u>85'</u> for buildings, with non-residential uses OR buildings on corner lots, otherwise [107'] <u>90'</u> *	[35'] <u>10'</u> for buildings, with non-residential uses AND buildings on corner lots, otherwise 15'
<i>Corner Side Yard</i>		
Minimum	0'	
Maximum	5'	10' [for buildings, with non-residential uses otherwise 5']
<i>Interior Side Yard</i>		
Minimum	0', unless against a residential <u>use-only</u> area, then 5'	
Maximum	Aggregate of both interior side yard setbacks not to exceed 30% of lot width	Aggregate of both interior side yard setbacks not to exceed 40% of lot width
<i>Rear Yard</i>		
Minimum	0', unless against a residential <u>use-only</u> area, then 20'	
<i>Building Height</i>		
Maximum	[50'] <u>4 stories</u>	
<i>Ground-Floor Height</i>		
Minimum	12' for building with non-residential uses or buildings on a corner lot	
	*Note: Front Building Placement Lines along the mixed-use arterial frontage shall be measured from the Annapolis Road centerline <u>which is on file with the Maryland State Highway Administration (SHA)</u> . All other required setbacks are to be measured from the corresponding [parcel] <u>property lines</u> .	

AMENDMENT 91:

Amend Standard (5)(b) on page 8.166 to read: “For commercial uses, the minimum required on-site parking capacity shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a). The permitted maximum on-site capacity shall be equal to 100% of the required minimum capacity [typically] required [for all uses] by Section 27-568(a).”

AMENDMENT 92:

Amend the first paragraphs on pages 8.168 and 8.176 to read: “i. The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served[.]; and”

AMENDMENT 93:

Delete the first asterisk below Table 8.9, Retail Town Center Bulk Table, on page 8.172 which reads: “For development that faces both a Commercial Corridor Arterial and a Commercial Pedestrian Street that are intersecting or generally parallel, the commercial Pedestrian Street shall be deemed the primary-frontage street, making the Commercial Arterial the street along either the side property line or the rear property line. Where a rear property line runs along a Commercial Corridor Arterial, a 20-foot landscaped buffer with a double row of trees is required along that property line.”

AMENDMENT 94:

Amend Table 8.9, Retail Town Center Bulk Table, on page 8.172 to read:

PRIMARY FRONTAGE TYPE	<u>TOWN CENTER ARTERIAL</u>	COMMERCIAL CORRIDOR ARTERIAL	COMMERCIAL PEDESTRIAN STREET
<i>Front Building Placement Line</i>			
Minimum	[60’*] <u>75’</u> (North side of MD 450), <u>65’</u> (South side of MD 450)*		0’
Maximum	[110’] <u>85’</u> (North side of MD 450), <u>75’</u> (South side of MD 450)*		10’
<i>Corner Side Yard</i>			
Minimum	0’		
Maximum	[n/a] <u>30’</u>		[10’] <u>30’</u>
<i>Interior Side Yard</i>			
Minimum	0’, unless against a residential <u>use-only</u> area, then 10’		
<i>Rear Yard</i>			
Minimum	0’, unless against a residential <u>use-only</u> area, then 20’		
<i>Building Height</i>			
Maximum	[35’] <u>3 stories</u>		
<i>Ground-Floor Height</i>			
Minimum	12’		

	<p>[*For development that faces both a Commercial Corridor Arterial and a Commercial Pedestrian Street that are intersecting or generally parallel, the commercial Pedestrian Street shall be deemed the primary-frontage street, making the Commercial Arterial the street along either the side property line or the rear property line. Where a rear property line runs along a Commercial Corridor Arterial, a 20-foot landscaped buffer with a double row of trees is required along that property line.]</p> <p>[*]*Note: Front Yard Building Lines for the commercial corridor arterial frontage shall be measured from the Annapolis Road centerlines (on file with the Maryland State Highway Administration). <u>The centerline of the westbound MD 450 travel lanes shall be used as the reference point for the required setback for properties fronting the north side of Annapolis Road. The centerline of the eastbound MD 450 travel lanes shall be used as the reference point for the required setback for properties fronting the south side of Annapolis Road.</u> All other required setbacks are to be measured from the corresponding [parcel] <u>property lines.</u>”</p>
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AMENDMENT 95:

Amend Parking and Access Management Standard 3(a) on page 8.174 to read: “For any property under one ownership and with two or more uses, the minimum number of spaces required shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section ([ii]2) above, by the appropriate shared-parking percentage by time period shown in Table 8.10. The number of spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.”

AMENDMENT 96:

Amend the second standard under the Parking and Access Management section on page 8.174 to read: “The following minimum and maximum parking capacity regulations apply to uses in the Retail Town Center Area: The minimum required on-site parking capacity for all uses shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a) of the Zoning Ordinance. The maximum permitted on-site capacity shall be equal to 125% of the minimum capacity [typically] required by the Zoning Ordinance for all uses.”

AMENDMENT 97:

Amend standard (c) under **Parking and access management** on page 8.174 to read:
 “Drive-through facilities should be located so that they are logically arranged within the on-site and contextual circulation plan. They should also [be screened from the Commercial Pedestrian

1 Streets and have minimal impact on] be designed to ensure safe pedestrian circulation and
 2 access.”

3 **AMENDMENT 98:**

4 Amend the Public Realm Standards on page 8.179 to read: “[The following regulations apply to
 5 all new development in the Central Annapolis Road Development District Overlay Zone that
 6 involves the creation of new public streets, on-site traffic circulators, or frontage roads.] The
 7 public realm is the physical and social environment that streets, open spaces, civic buildings and
 8 other publicly accessible spaces create for residents, commuters, visitors, and workers. The
 9 public realm should enhance functionality, access, and image by incorporating state-of-the-art
 10 planning and design concepts.”

11 **AMENDMENT 99:**

12 Amend the Public Realm section on Pages 8.179-8.185 to include the following new section to
 13 read as follows:

14 **e. Signage**

15 Common sign plans should be provided for all institutional, office, mixed-use and
 16 retail/commercial buildings developed on a single parcel or a combination of parcels under
 17 common ownership at the time of detailed site plan. The common sign plan should be
 18 accompanied by plans, sketches, or photographs indicating the design (such as colors and
 19 lettering style), size (all dimensions including sign face area), construction materials, method of
 20 sign attachment, lighting, quantity and location on the site and/or buildings.

21 **(1) Building and Canopy Signs**

- 22 (a) Signs shall be constructed of quality materials.
- 23 (b) The placement, colors, type, style and size of signs shall be integrated into the
 24 overall architectural design of the building.
- 25 (c) Signs for multi-tenant buildings shall be coordinated in terms of design, placement,
 26 size, materials and color.
- 27 (d) Flashing or blinking signs and billboards shall not be allowed.
- 28 (e) Letters and logos painted on storefront windows and doors shall not exceed 25
 29 percent of the window area. Commercial signs painted on side or rear facades shall
 30 not exceed 30 percent of the façade area.

- 1 (f) Roof mounted signs shall not extend beyond the roofline or parapet wall by more
 2 than three feet.
- 3 (g) Banners temporarily suspended from the exterior without permanent braces to hold
 4 the banner perpendicular to the façade shall not be allowed.
- 5 (h) Lit signs should be externally illuminated from the front, except for individually-
 6 mounted letters or numbers, which may be internally lit. Panelized back lighting
 7 and box signs are discouraged.
- 8 (i) Projecting signs should maintain a minimum clear height of nine feet above th
 9 sidewalk.

10 **(2) Monument/Freestanding Signs**

- 11 (a) Freestanding/monument signs should feature a sign mounted directly to a base
 12 constructed of high quality materials such as brick, stone, or other finished
 13 masonry products. Signs should not be constructed of tin, aluminum, sign board,
 14 or other similar, low-quality materials.
- 15 (b) New pole mounted signs are discouraged; however, existing pole-mounted
 16 signage may be revised as a result of changes in occupancy that do not otherwise
 17 subject a site to the development district standards as long as there is no net
 18 increase in sign area.
- 19 (c) Signs should be compatible in design, scale, color, and materials with other urban
 20 design elements and adjacent buildings.
- 21 (d) Signs should be externally lit, and light should be directed to illuminate the sign
 22 face only and to prevent any light spillover. Lighting sources should be concealed
 23 by landscaping.
- 24 (e) Signs should not include flashing, blinding, or moving elements.

25 **f. Lighting**

26 (1) Full cut-off optic fixtures should be used and should be located so that light spillover from
 27 one property to another is minimized.”

28 **AMENDMENT 100**

29 Amend the Street design on page 8.180 to read:

30 “The following regulations summarize design requirements for new streets. For the purposes of
 31 this section, the following roadway definitions apply:

- 1 • TOD Arterial (7 lanes): 6 through lanes (3 in each direction), left-turn lane (see figure[s]
2 8.33[a]b)
- 3 • Mixed-use Transit Arterial (9 lanes): 4 through lanes, left-turn lane, 2 service lanes, 2 parking
4 lanes (see figure[s] 8.33[b]c)
- 5 • Residential Arterial (5 or 7 lanes, depending on existing service lanes): 4 through lanes, 1 left-
6 turn lane, 0 or 1 service lane(s), 0 or 1 parking lane(s) (see figure 8.33d)
- 7 • Mixed-use Arterial (9 lanes): 4 through lanes, left-turn lane, 2 service lanes, 2 parking lanes
8 (see figure 8.33e)
- 9 • Town Center Arterial (7 lanes): 3 through lanes westbound, 2 through lanes eastbound, 1
10 service lane, 1 parking lane (see figure[s] 8.33[e]f)
- 11 • Commercial Corridor Arterial (7 lanes): 3 through lanes westbound, 2 through lanes eastbound,
12 1 service lane, 1 parking lane (see figure[s] 8.33[d]g)
- 13 • Pedestrian commercial street (Village Mixed-use Street, Local Mixed-use Street, Commercial
14 Pedestrian Street)—a two-way street, other than Annapolis Road, that provides local access to
15 [private parcel frontage]properties, typically on both sides of the street (see figure 8.31a&b).
- 16 • Residential street (Local Residential Street)—a street, typically two-way, that hosts single-
17 family attached or detached residential uses (see figure 8.31c).
- 18 • Public alley—a two-way drive, typically located between rear lot lines or rear building façades,
19 that provides rear [parcel]access for parking and/or service.”

20 Add a street-section to Figure 8.31 on page 8.181 that illustrates the Residential Arterial
21 consistent with this amendment.

22 **AMENDMENT 101:**

23 Amend Figures 8.33a-d on pages 8.182-8.183 to include existing aerials and mid-term
24 improvement cross-sections that clarify and illustrate the phased implementation of the multiway
25 boulevard.

26 **AMENDMENT 102:**

27 Amend the section entitled **Public Spaces** on page 8.184 to read as follows:

28 “c. [Public spaces] Public and Private Open Spaces

29 Public and private open spaces are defined as land intended to remain undeveloped and designed
30 for passive or active recreation and/or as gathering places. They should be safe, inviting, and
31 accessible areas that enhance the value of surrounding development. The DSP shall include the

1 location and details for all open space amenities.

2 (1) All new development is encouraged to incorporate open space where appropriate.

3 (2) A variety of seating options should be included such as benches, seating steps, planters,
4 seating walls, table seating, and picnic tables.

5 (3) All landscaping should be designed in conformance with CPTED principles.

6 (4) Pedestrian-scaled lighting should be provided to ensure a safe environment in conformance with
7 CPTED principles. Open spaces should be illuminated to a minimum 1.0 foot-candles and a maximum of
8 2.0 foot candles. Full cut-off optic fixtures should be used where public and private spaces abut
9 residential areas so that light does not spill into residential building windows.

10 (5) If more than one lamp style is used, the styles should be complementary.

11 (6) Open spaces are encouraged to include amenities and focal points of interest such as
12 recreational equipment, chess tables, fountains, community gardens, and public art.

13 (7) Trash and recycling receptacles should be provided within all open spaces.

14 (8) All site furnishings should be coordinated and shall feature durable, low-maintenance
15 materials. Site furnishings shall not be constructed of wood.

16 (9) Plazas are defined as open spaces that are primarily paved and spatially defined by building
17 frontages. [The design of public] Plazas [spaces] should relate to the surrounding built [and
18 natural] context in terms of character, theme, and views and should help create a sense of place
19 (see figures 8.34a through 8.34c). Plazas should be durable, safe, and inviting spaces that can
20 function as outdoor “living rooms” for the tenants of, and visitors to, nearby buildings. They
21 should be located near clustered destination uses, such as transit nodes, retail centers, and mixed-
22 use developments, that can generate foot traffic into and through the plazas. The DSP shall
23 include the location of and details for all plaza amenities. In addition to the public and private
24 open space standards and guidelines above, plazas are subject to the following additional
25 standards and guidelines.

26 [(1)] (a) Buildings should maintain a direct relationship with public plazas by providing direct
27 points of entry, facade transparency, and shared functions (i.e., outdoor seating for restaurants or
28 cafes).

29 [(2) Public plazas shall include amenities that foster access, safety, and vitality, such as paths,
30 benches, lighting, and visibility from private buildings and public thoroughfares.]

31 [(3) Public plazas are encouraged to include focal points of interest that relate to surrounding
32 development, such as fountains, sculptures, or public gathering areas.]

1 [(4) (b) The massing of surrounding [development] buildings shall not prohibit natural light
2 access [in essential portions of a] within plazas.

3 [(5) Adequate artificial lighting shall be provided to ensure a safe plaza environment.]

4 [(6) All landscaping and hardscaping materials shall be designed in conformance with CPTED
5 principles relate to surrounding development to the greatest extent possible.]

6 [(7) Outdoor seating shall be located in the designated area between the public walkway and
7 curb.]

8 [(8) The placement of outdoor seating furniture and enclosures shall not interfere with use of the
9 public walkway or on-street parking.]

10 (c) Plazas should not abut parking structures unless the parking structure contains active uses on
11 the ground floor adjacent to the plaza.

12 (d) Plazas should be designed so that they are consistent with and complementary to the
13 architectural appearance of adjacent buildings. Compatible paving materials and landscaping
14 should be incorporated into the plaza design. Where structural features are proposed as part of
15 the plaza design, they should complement the design of nearby buildings.

16 (e) Unfinished concrete is discouraged as a paving material.

17 (f) Loading and service areas abutting plazas are strongly discouraged. If compliance with this
18 standard is not feasible, loading and services areas should be screened from public view with
19 appropriate opaque walls constructed of materials compatible with surrounding buildings or with
20 a combination of landscaping and opaque fencing.”

21 **AMENDMENT 103:**

22 Add new standards (f)-(j) under **Transit, bicycle, and pedestrian mobility** on page 8.185 to
23 read:

24 “(f) Non-residential and multi-family developments in the Glenridge Transit Village and Retail
25 Town Center character areas shall provide a minimum of two bicycle parking spaces per 10,000
26 square feet of GFA.

27 (g) Bicycle parking is not required for non-residential and multi-family developments under
28 10,000 square feet of GFA in the Glenridge Transit Village and Retail Town Center character
29 areas.

30 (h) Whenever possible, bicycle parking spaces should be located near building entrances, but
31 should not conflict with pedestrian circulation routes.

1 (i) Bicycle parking spaces shall be located in accessible, secure, well-lit and highly-visible areas.

2 (j) Bicycle racks and/or lockers should be designed and located so that they are integral to the
3 overall site design and should be compatible in appearance with other site furnishings.”

4 **AMENDMENT 104:**

5 Amend standard (1)(c) under **Transit, bicycle, and pedestrian mobility** on page 8.185 to read:

6 “[Bicycle paths] Paths internal to a site shall be no less than [8] four feet wide.”

7 **AMENDMENT 105:**

8 Amend standard (1)(e) under **Transit, bicycle, and pedestrian mobility** on page 8.185 to read:

9 “Paths shall be adequately illuminated, attractively designed, and clearly signed for safety and
10 navigability, and shall be compatible with the overall design of the development site.”

11 **AMENDMENT 106:**

12 Add a new standard (f) under **Transit, bicycle, and pedestrian mobility** on page 8.185 to read:

13 “(f) Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct
14 pedestrian connection to sidewalk or path networks along Annapolis Road.”

15 **AMENDMENT 107:**

16 Consolidate all references to landscaping in the DDOZ under the Landscape Standards on pages
17 8.186-8.188.

18 **AMENDMENT 108:**

19 Amend the Street Trees section on page 8.186 to include the following introduction and

20 information: “All public rights-of-way are governed by the Department of Public Works and

21 Transportation, State Highway Administration, or municipality. Section 23-141 of the County

22 Code requires the planting of street trees during the development process when existing public

23 roads have to be improved and when new public roads are constructed. Design standards for

24 street trees within the public rights-of-way should be obtained by the governing agency;

25 however, all proposed public street trees should be shown on all landscape plans for

26 informational purposes. Private streets and access easements less than 18 feet in width, private

27 streets that provide access to eight residential lots or fewer, and alleys are exempt from the street

28 tree standards.”

AMENDMENT 109:

Add a new standard under the **Landscape Standards** on page 8.186 to read: “The regulations and requirements of the Prince George’s County Landscape Manual shall apply to the DDOZ unless the Central Annapolis Road development standards specify otherwise.”

AMENDMENT 110:

Amend the **Buffering Development from Streets** Section on page 8.187 to read as follows:

f. Buffering Residential Development from Streets

[All residential development is subject to and shall meet the screening requirements of 4.6 of the Landscape Manual if any rear yard is oriented toward a public right-of-way.] Residential uses within the DDOZ should not be required to be buffered from Annapolis Road (MD 450).

AMENDMENT 111:

Add a new **7. Signage Standards** on page 8.190 to read:

- “• Building signs shall be constructed of quality materials.
- The placement, colors, type, style and size of signs shall be integrated into the overall architectural design of the building.
- Signs for multi-tenant buildings shall be coordinated in terms of design, placement, size, materials and color.
- Flashing or blinking signs and billboards shall not be permitted.
- Letters and logos painted on storefront windows and doors shall not exceed 25 percent of the window area. Commercial signs painted on side or rear facades shall not exceed 30 percent of the façade area.
- Roof mounted signs shall not extend beyond the roofline by more than three feet.
- Banners temporarily suspended from the exterior without permanent braces to hold the banner perpendicular to the façade shall not be allowed.”

AMENDMENT 112:

Amend Volume II to include a glossary of key terms used in the adopted plan.

AMENDMENT 113:

Amend the height standards for the TOD Arterial and the Mixed-Used Transit Arterial in Table 8.6, Glenridge Transit Village Bulk Table, on page 8.152 to reflect a minimum height requirement of two stories.

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AMENDMENT 114:

Amend the plan, graphics and maps to incorporate mapping, typographical, grammatical and rewording corrections, as necessary.

AMENDMENT 115:

Amend the plan, graphics and maps where appropriate to correspond to the aforementioned amendments, revisions, deletions, and additions.

BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its adoption.

Adopted this 5th day of October, 2010.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: _____
Thomas E. Dernoga
Chair

ATTEST:

Redis C. Floyd
Clerk of the Council